

## OPENING OF NEW TROLLEY LINE

(Continued from Page Ten.)

ociety in Coventry," which today own as South Coventry. The Rev. John M. Meacham of Enfield began ching here as early as the year 1714. The church was formed and he ordained as its first pastor Octo-ber, 1714.

The first settler in the parish of South Coventry was John Bissell, who came from Lebanon, Conn., in 1716. A settlement was organized in the North parish, October 8, 1745, and the follow-ing day Nathan Strong, the first pas-sor, was ordained. The records of the church, previous to the year 1765, are either lost or destroyed. No words of the Second (North parish) church seem to have been kept until out the year 1800.

During the next half century the village gradually grew into a good althy and thrifty rural community. The religious and school life kept a high plane. In the year 1850 the Central Vermont railroad began to operate trains through the village and connected it with the outside world, thus giving still another quiet boom to the town, and from that time until the present Coventry has been a de-lightful little thriving manufacturing town, really superior to most towns of its size as anyone may see by visit-ing it.

The invasion of the trolley by the Connecticut company, that was fas-tidiously enough to see the great pow-erful and hitherto almost un-known town, the present month on the 18th instant, is yet another step to-ward advancement and untold work to the town and its enterprising citi-zens.

The population of the town in 1900 was 1,632, and it is estimated that it has remained at about that figure since. The grand list in April 1909 was \$40,721, with only an indebtedness of \$11,417.31 in October, 1908. The rate of taxation is 20 mills.

Chief among the industries are agri-culture and the manufacture of silk goods, wool extracts, rhodolite and glass boxes and carriages. It is easily accessible via the N. E. Northern or Central Vermont railroad at South Coventry and by the Highland division of the New York, New Haven and Hartford railroad station at Hop River, and by trolley with Willimantic, Baltic, Norwich, New London, Westerly, R. I., and other Rhode Island and Massa-chusetts centers of trade.

There are postoffices at Coventry and South Coventry and the outlying districts receive their mail via R. F. D. routes from Willimantic, Rockville, South Coventry and Andover. There has been run to and from the station since the entry of the Central Vermont that conveyed the mail to the postoffices. George Wilbur drove the outfit for years during the early sixties, and today the vehicle in charge of W. W. Wright, who is op-timistic even though the quicker trol-leys may snap up some of his regular fares. John Isham, station agent at South Coventry, who is without doubt one of the oldest employees in point of service for the Central Vermont, has held his present post for approxi-mately half a century, is well versed in the surprising changes in a one-time secluded hamlet.

## Will and Amelia Met Again.

William D. Garland and wife, who were married in Newfoundland twelve years ago and divorced six years ago, met by chance on the street here today and promptly were reconciled and re-married.

When they separated Garland went to the great northwest and his wife to Arizona. Garland secured an inter-lucory decree of divorce in the state of Washington. Mrs. Garland was granted a similar decree in Arizona.

Garland had no idea where Mrs. Gar-land was and Mrs. Garland was totally unaware of her former husband's whereabouts. Garland settled here a short time ago. Mrs. Garland came to see Los Angeles, never giving her former hus-band a thought.

By a strange play of fate they met on the street.

"Hello, Will," said she.  
"Hello, Amelia," said he.  
"How've you been?"  
"Fine. But lonely. How've you been?"

"Same."  
"I got a divorce in Washington."  
"I got one in Arizona."

"Did you? Well, let's get a marriage license and try all over again."  
"All right, just as you say," was Mrs. Garland's reply and it was done.—Los Angeles Special.

## Must Abide Their Time.

The army officers are asking if it took the Wrights five weeks to find weather conditions fit for their aero-plane trials of what practical value the machines would be in war where action must be immediate to be effective.—Norwich Bulletin.

Whatever comes in the future in the way of aerodynamic accomplishment must make for certainty as to time and independence as to weather con-ditions or the promise of the present will not be fulfilled. To be sure, the steamship is still somewhat under the influ-ence of the weather and our most pow-erful battleship would hardly put to sea in search of an enemy in the midst of a howling gale. But the presence of clouds, adverse winds that are of no account to the navigator, the water, fog and other unfavorable conditions which now halt all trials and negative all journeys save those with the bal-loon arrangement, will not be a bar to the working of the successful aero-plane. So long as these conditions are a bar there is no success of permanent value. We shall have to wait.—Bridgeport Standard.

## Alaska's Problem.

Alaska, with more than 600,000 square miles of territory, has virtually 300,000 square miles untouched by the explorer. Yet in 1908 it produced almost 200,000,000 worth of minerals, \$19,000,000 of which was gold.

Lack of transportation in the terri-tory is the greatest factor keeping back its development. In these 600,000 square miles there are only 453 miles of wagon road, 297 miles of sled road and 256 miles of improved trail. It has only 300 miles of railroad, a con-siderable portion of which is out of repair and idle, and only 60 miles of new road was built in 1908.

The cost of transportation has made it impossible to work any but the richest of mineral deposits in many sec-tions of the country. Supplies must be furnished the mining communities, and except in these remote camps where the gold deposits are extremely rich, difficulty of transportation makes supplies prohibitive. Alaska is ripe for a new era in transportation facilities.—Chicago Tribune.

## Palms Moved 500 Miles.

A difficult undertaking and one which required the work of six men for nearly two weeks was recently accomplish-ed in California, when two thirty-foot palms were moved from the abandon-ed residence of H. E. Huntington, on top of Nob Hill, San Francisco, and transplanted a distance of 500 miles to his new residence at Los Robles, near San Gabriel, Cal. Palm moving is a common occurrence in California, but it is not likely that any have been moved such a great distance with such success. Each palm when boxed weighed eighteen tons and a string of ten horses was required in order to transport the palms to the railway sta-tion, a distance of two miles, through some of the busiest streets in San Fran-cisco.—Horticulture.

## Not Afraid of George Cohan.

Annunzio has announced that he will try for the Nobel prize for litera-ture in 1910.—Denver Republican.

## BERRIES DID IT.

How Rudolph Peterson Won His Farm in Concord—And He Might Have Done It With Much Less.

A writer in the Rural New Yorker tells how Rudolph Peterson made a success of 79 acres in Concord, mostly river bottom land, bought for \$7,500, including a cash payment of \$2,500. "I asked him what did it," said the writer, "how at 43, starting with nothing but his hands, he had become so well fixed, and his answer was—berries. Of late years his two money crops have been asparagus and straw-berries, and the last, he says, have given him his farm. Last season he had unusual success and received from three acres, after paying for carting to Boston and selling, a little over \$1,900. He says he does not ex-pect to do this another year. His leading variety is the Blueberry. As to the secret of his success with berries, it was evident he liked them and their care. No weeds, he said, were allowed to grow in his beds, and further than that, picking time, it is found must be there to insure a profitable handling of the crop. Speaking gen-erally, he emphasized the importance of doing everything in season. He has himself lent a hand to the me-chanical work about the buildings and saved expense. His three-acre asparagus bed has been fairly profitable, but crows he has found to make a net return of little more than the manure and cow dung he has used. In winter, two men through the entire summer, and several berry hands (usually Poles) during the berry harvest. They have rooms by themselves in an ell of the house, with separate entrance, but eat with the family, and ex-plain this seems to be with foreign help. I found Mr. Peterson just after dinner time, January 1, enjoying his paper, and with leisure to give me an account of his farm experience. One conclusion he had reached. It is found me—that he could have done as well on a place one-quarter the size of his own—say 20 acres. Berries, we may agree with him, have been the means of the family's competence, but behind the crop was the family character, and qualities of courage, industry and thrift have contributed mainly to their success."

## The Sunday Bill.

The government has, we are assured, the Christian sentiment of the state behind him in refusing to affix his signature to the bill. "The secularists have six days of the week to assert themselves and must keep their hands off the Sunday. The sporting element were jubilant that the liberalizing bill had, under cover of a vaguely phrased clause, succeeded in legalizing profes-sional entertainments. They were most interested in its passage. Workmen and various denominations dis-played no partiality for the Latimer bill.

Connecticut will have to wait for another legislature for a draft of a law which while removing the ob-noxious features of the old Puritan Sab-bath will still have an eye to the sanctity of the Lord's day. Both the sticklers for the old Puritan Sabbath and the advocates of a more liberal Sunday have two years to think the matter over.—Catholic Transcript.

Either all classes should have equal Sunday privileges or the restraints which many excellent people think necessary should be strictly imposed upon the whole community. The present playing fast and loose with the law is a demoralizing proceeding which is bringing all law into contempt. All men are certainly not equal before the existing Sunday laws, and for this reason, if no other, they should either be stiffened or liberalized as soon as pos-sible.—Bridgeport Telegram.

The house has acted wisely in re-fusing to override the veto of Governor Weeks in the matter of the Sunday ob-servance measure—by far more wisely than the senate, which passed the measure over the veto.—New Haven Palladium.

Sir Arthur Conan Doyle has put his shoulder to the wheel in the work of reforming the abuses of Belgian gov-ernment in the Congo Free State. He has written a letter to the London Times "urging the powers to convene a European conference to deprive Bel-gium of a trust so dreadfully abused and to make other arrangements for the proper government of the Congo and redress or revenge the wrongs in-flicted upon its people." We had sup-posed, although we cannot now recall the exact evidence, that the "dreadful abuses" alleged of the Belgian govern-ment, had been in some way mitigated or reformed, and that the fearful old man of sea, King Leopold, had been taken off the backs of the suffering people. Sir Arthur Conan Doyle, how-ever, is quite likely to know what he is writing about and his appeal ought to have a strong influence.—Bridgeport Standard.

## When William Quit Smoking.

An Excerpt from Doris' Letter:  
"And oh, Will, if you weren't the dearest boy! You told me often that you would do anything in the world for me, and now you write for my sake you've quit smoking. I'll have to wait until I see you to tell you what a dear I think you are..."

From Janis.

"...You write that out of considera-tion for me you have stopped smoking for good. That was just lovely of you, William, and you may depend that I greatly appreciate it."

From Phyllis.

"...Billy Boy, it's just ripping! You're the dandy kid! Just to think that you would swear off using the weed, just for me. It was mighty dear of you, Billy, and it makes me all the more keen for you..."

From Marjorie.

"...To think that you've quit smok-ing, William! I was so surprised! Of course, I always knew that you care for me, but to think that, as you say, you've made this sacrifice on my ac-count—why, it's positively noble of you!"

From His Mother.

"...Will, my son, this proves your love for me. Father is enclosing a check to show that he appreciates the fact that you think enough of your parents to give up smoking for them..."

From His Doctor.

"...Your letter advising me that you had obeyed my orders and 'stopped the use of tobacco' has been a good deal of inferior leaf is sold in Connecticut which has no right to the name. The growers will do well to press their point to a successful issue. The name is as good as a trademark, and the value of a trade-mark or ticket some of the producers of fine cotton cloth could tell them.—Lowell Courier-Citizen.

## Tobacco With a Good Name.

Some tobacco growers in Connecti-cut want the state's name put on packages containing the domestic product, and while the legislature did not grant their wishes, the idea at bottom is a good one. Connecticut wrapper leaf is about the best grow-ing well with the Sumatra and Florida output, and it is entitled to the protection and benefits which would follow its proper labeling. A good deal of inferior leaf is sold in Connecticut which has no right to the name. The growers will do well to press their point to a successful issue. The name is as good as a trademark, and the value of a trade-mark or ticket some of the producers of fine cotton cloth could tell them.—Lowell Courier-Citizen.

## Scheme of Life Changing.

Talk about the seasons shifting! Why, the whole scheme of life is changing. Latest Enosh Arden (just returned to Jersey) is filled with the poignant regret that his wife hadn't married!—N. Y. Herald.

## Lucky for the Public.

Friday, the 13th, passed off quietly. It will be noticed that Thomas W. Lawson kept particularly still.—Pitts-burg Gazette-Times.

## One Good Feature.

Well, there is one good thing about changing the design of our money every day—the counterfeiters will never catch up.—Washington Times.

## A World Record.

The strike fever has gone so far in Sweden as to attack the farmers. The is making a new world record.—Manchester Union.

## CLIPPINGS FROM EXCHANGES.

United States land areas still unap-propriated and unreserved in 1908 were 754,895,000 acres, of which 358,012,000 acres were in Alaska, 61,477,000 in Nevada, 46,532,000 in Montana, 44,778,000 in New Mexico and 42,769,000 in Arizona.

An agricultural exhibition was held for the first time in the Canary Islands of Santa Cruz de Tenerife in May last. The cornerstone was laid for a permanent building, and the agricul-tural society will hold exhibitions an-nually in May.

King Manuel of Portugal is said to be going on a journey in which he will include the countries of Europe where there are eligible young ladies. He will visit England first, and it has been hinted upon more than one oc-casion that he wishes to wed an English princess.

An unusual record for long railroad service ended at Elgin, Ill., in the death of James V. Wilson, who was regarded as the dean of railway en-gineers in the Central West. He ar-rived the Chicago, Milwaukee & St. Paul 33 years as locomotive driver and 14 years as master mechanic.

Before the draining and diking of England and Holland, malarial ma-laria, chills and fever were as bad as in our southern states today. Undiked and undrained, neither of these coun-tries had risen to its high place in history, but had been balked by ma-larial degeneration.—N. Y. Press.

Within the near future definite plans will be formulated for the elec-trification of the more important sta-tionary lines of Sweden. The first line to be taken in hand will in all probability be that between Kruna, the center of the great iron ore fields of Lapland, and the Norwegian frontier, a distance of about 81 miles.

The principal features worthy of note in connection with financial matters is the eagerness to issue bonds and de-bentures abroad. Japanese municipal authorities and tramway and steam-ship companies look abroad for capital. It is said the amount of foreign cap-ital recently introduced in this way into this country is about \$30,000,000.

Dr. Sarah Dolley of Rochester was elected honorary chairman at the meeting which the women members of the American Medical association held a few days ago in New York for the purpose of devising means for ed-ucating the public in the prevention of disease. Dr. Dolley was the second woman in this country to take a medi-cal degree.

Prof. Richard Burton of the uni-versity of Michigan, in commenting at Chautauque, N. Y., on the cheap lit-erature of the country is optimistic about the future in this respect. "When women take a larger part in our public affairs and enjoy a fran-chise, then there will be a change in regard to literature that comes into our homes," he said.

Besides the four or five Chinese government schools now teaching rail-way engineering, another is recom-mended to be established at Tientsin. Also a rail-making plant is to be erected at Tia-Yua-fu, and every de-partment and district touching the railway is directed to plant 30,000 elm trees in order to provide ties for the future.

During the last fiscal year 438,564 money orders were sent to Italy from this country, amounting to \$2,292,938.57, an increase of \$2,306,418.96 over the previous year. It is apparent, however, that this figure but a small part of the total amount sent out of the country annually by Italian resi-dents of the United States, other agencies being used.

Chief Spencer, aged 110 years, a Kickitat, died recently on the reser-vation at Fort Simcoe. In 1857 he saw whites come to the coast across coun-try as settlers. In 1856 he was a guide and scout for Colonel Wright and Major Raines. He had always been faithful to the whites, in spite of the fact that his people, in 1859, killed every member of his family.

The Marchioness of Ripon is one of the handsomest of the popular Eng-lish women. Her husband has only recently succeeded to the title, and was when she married him the Earl de Grey. She was Constance Gladys, wife of the fourth Earl of Lonsdale, and sister of the Earl of Pembroke, so she cannot be said to be new to honors that have come to her through her husband's succession.

After working for Heathcoat & Co., lace manufacturers, of Tiverton, Eng-land, for seventy-one years, William Huxtable has just retired.

Miss Alice M. Robertson of Musko-gee, Okla., is the only woman in the country at the head of a postoffice of the first class.

## Why do men

DEVOTE THEIR LIVES TO THE

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